



ady Hobart, Packet.

MELANCHOLY LOSS
OF THE
LADY HOBART PACKET,

WILLIAM DORSET FELLOWS, ESQ.

Which struck on an Island of Ice in the Atlantic Ocean,

JUNE 28, 1803,

AND THE
Providential Escape of the Crew

IN THE
CUTTER AND JOLLY BOAT,

NOTWITHSTANDING
A SERIES OF DEPLORABLE CALAMITIES.

ALSO,
CURIOUS PARTICULARS
OF
EMMANUEL SOSA,

AND HIS WIFE
ELEONORA GARCIA SALA,

Who were shipwrecked on the East Coast of Africa.

LONDON:
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PRICE ONLY SIXPENCE.

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THE LOSS

OF THE

LADY HOBART PACKET.

AS this affecting narrative, (being of a recent date,) must naturally be expected in a work like the present, we present it to our readers chiefly in the words of the commander, William Dorset Fellowes, Esq. accompanied with an engraved representation of the calamity, in order to convey the melancholy situation of the crew to the "mind's eye."

On the 22d of June, 1803, (says the commander,) the Lady Hobart sailed from Halifax for England, steering to the southward and eastward to clear Sable Island. On the 24th we hauled to the northward, to pass over the northern part of the Great Bank of Newfoundland, intending to keep well to the northward, with a view to avoid the enemy's cruisers.

At 7 A.M. of the 26th, being then on the Grand Bank, in latitude $44^{\circ} 37'$ and longitude $51^{\circ} 20'$, we discovered a large schooner, under French colours, standing towards us, with her deck full of men. From her manner of bearing down upon us, we concluded that she had been apprized of the war, and took us for a merchant brig. We, therefore, cleared our ship for action, and at eight, being within range of our guns, we fired a

shot at her, when she struck her colours. Having sent some men on board to take possession of the vessel, she proved to be *L'Aimable Julie*, of Port Liberté, of 80 tons burthen, new and strong built, bound thither from the island of St. Pierre, laden with salt fish, and commanded by Charles Rossé.

After taking out the captain and crew, I gave the prize in charge to Lieutenants John Little and William Hughes, of his Majesty's navy, who were passengers in the *Lady Hobart*, and who very handsomely volunteered their services. With them I sent two of our own seamen, and two prisoners, to assist in navigating the prize. At 10 A. M. saw two schooners ahead, fired a gun, and brought them to. Finding them to be English, and bound to St. John's, I divided the French prisoners between them, excepting the captain, mate, and one boy, nephew to the captain, who earnestly requested to remain on board the packet.

On Tuesday, June 28th, it blew hard from the westward, with a heavy sea, hazy weather, and intervals of thick fog. About one in the morning, the ship, then proceeding by the log at the rate of seven miles an hour, struck against an island of ice with such violence that several of the crew were pitched out of their hammocks. Being roused from sleep by the suddenness of the shock, I instantly ran upon deck. The helm being put hard aport, the ship struck again upon the chest-tree, and then swung round upon her heel, the stern-post being stove in, and the rudder carried away, before we could succeed in our attempts to haul her off. The island of ice appeared, at this time, to hang quite over the ship, forming a high peak, which must have been, at least, twice the height of our mast-head. The length of the island, we suppose to have been from a quarter to half a mile.

The sea was now breaking over the ice in a dreadful manner, and the water rushing in so fast as to fill the hold in a few minutes. We hoisted the guns overboard, cut away the anchors from the bows, got two sails under the ship's bottom, kept both pumps going, and baled with buckets at the main-hatchway, in the hope of preventing her from sinking: but in less than a quarter of an hour she settled down to her fore-chains in the water.

Our situation now became most perilous. Aware of the danger of a moment's delay in hoisting out the boats, I consulted Captain Thomas, of the navy, and Mr. Bargas, my master, respecting the propriety of making any further efforts to save the

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ship; and as I was anxious to preserve the mail, I requested their opinion as to the possibility of taking it into the boats, in the event of our being able to get them over the ship's side. They agreed with me that no time ought to be lost in hoisting them out, and that, as the vessel was then settling fast, our first consideration should be to preserve the crew.

Here I cannot omit that tribute of praise, which the steady discipline and good conduct of all on board so justly merit. From the first moment of the ship's striking, not a word was uttered expressive of a desire to leave the wreck; my orders were promptly obeyed, and though the danger of perishing increased every moment, each man waited his turn to get into the boats, with a coolness and composure which could not be surpassed.

Having fortunately succeeded in hoisting out the cutter and jolly-boat, the sea then running high, we placed the ladies in the former. One of them, Miss Cottenham was so terrified, that she sprung from the gun-wale, and pitched into the bottom of the boat with considerable violence. This accident, which might have been productive of effects equally fatal to herself and to us all, was not attended by any bad consequences. The few provisions saved from the men's births were then put into the boats, which were quickly veered astern. By this time the main-deck forward was under water, and nothing but the quarter deck appeared. I then ordered my men into the boats, and after lashing iron pigs of ballast to the mail, it was thrown overboard.

The ship was now sinking fast; I called out to the men to haul up and receive me, intending to drop myself into the cutter from the end of the try-sail boom, seeing she might be stove under the counter. I desired Mr. Bargus, who continued with me on the wreck, to go over first. In this instance, he replied, he begged leave to disobey my orders, adding, that he must see me safely over before he attempted to go himself. Such conduct, at such a moment, requires no comment; but I should be wanting to myself and to the service, if I did not faithfully state to their lordships, (the Postmasters General) every circumstance, however trifling; and it is highly satisfactory to me to have this opportunity of recording an incident so honourable to a meritorious officer.

The sea ran so high at the time we hoisted out the boats that I scarcely flattered myself we should get them out in safety. Indeed, nothing but the steady and orderly conduct of the crew could have enabled us to effect an undertaking so difficult

and hazardous : and it is but justice to observe, that not a man in the ship attempted to make use of the liquor, which every one had in his power. While we were getting out the cutter, I perceived John Tipper, one of the seamen, emptying a demi-jean, (a bottle containing five gallons,) which, upon enquiry, I found to be rum. He said he was emptying it for the purpose of filling it with water from the scuttle-cask on the quarter-deck, which was the only fresh water that could be got at. This circumstance I relate as being highly creditable to the character of a British sailor; and the water, thus procured, afterwards became our principal supply.

We had scarcely quitted the ship, when she suddenly gave a heavy lurch to port, and went down headforemost. I had ordered the coloursto be hoisted at the main-top-gallant mast head with the union downwards, as a signal of distress, that if any vessel should happen to be near us, at the dawn of day, she might perceive our calamitous situation, and afford us relief.

I cannot attempt to describe my own feelings, nor the sensations of my people, thus exposed in two open boats upon the vast Atlantic ocean, bereft of all assistance but what our own exertions could, under Providence, afford us. We narrowly escaped being swallowed up in the vortex of the wreck. Men accustomed to vicissitudes are not soon dejected, but there are trials which human nature alone cannot surmount. The consciousness of having done our duty, and a reliance upon a kind Providence, enabled us to endure our calamity, and we animated each other with the hope of a better fortune.

While we were employed in deliberating upon our future course, a curious circumstance occurred, which, as it gave us considerable uneasiness, deserves to be mentioned. At the moment when the ship was sinking, she was surrounded by an amazing number of whales, which at this season repair to the coast of Newfoundland, in quest of a small fish called Capeland. As they approached the boats, we were extremely apprehensive that they might strike and materially damage them, frequent instances occurring in the fishery, of boats being cut asunder by a single blow from a whale. We, therefore, shouted, and employed every effort to scare them away, but without effect; they appeared to pursue us, and remained about the boats for the space of half an hour, when they disappeared without having done us any injury.

After surmounting difficulties and dangers which baffle all description, we rigged the foremast, and prepared to shape our

course in the best manner that circumstances would admit, the wind blowing from the precise point towards which it was necessary to sail to reach the nearest land. Scarcely an hour had elapsed from the time the ship struck till she foundered. The distribution of the crew was made in the following manner:

In the cutter, twenty feet long, six feet four inches broad, and two feet six inches deep, were embarked three ladies, and myself, Captain Richard Thomas, of the navy, the French commander of the schooner, taken by the Lady Hobart two days before, the master's mate, gunner, steward, carpenter, and eight seamen: in all eighteen persons; whose weight, together with that of the provisions, brought the boat's gunwale within six or seven inches of the water. From this confined space some idea may be formed of our crowded state; but it is scarcely possible for the imagination to conceive the extent of our sufferings in consequence of it.

In the jolly-boat, fourteen feet from stem to stern, five feet three inches broad, and two feet deep, were Mr. Samuel Bergus, master; Lieutenant Colonel George Cooke, of the first regiment of guards; the boatswain, sail-maker, and seven seamen; in all eleven persons.

The only provisions we had time to save consisted of between forty and fifty pounds of biscuit, one demi-jean (five gallons) of water, a small jug of the same, and part of a small barrel of spruce beer, one demi-jean of rum, a few bottles of port wine, with two compasses, a quadrant, a spy-glass, a small tin mug, and a wine glass. The deck-lantern, containing a few spare candles, had also been thrown into the boat; and the cook having taken the precaution to secure his tinder-box, together with some matches that were kept in a bladder, we were thus enabled to steer by night.

The wind was blowing strong from the westward, with a heavy sea, and the day had just dawned. Estimating ourselves to be at the distance of 350 miles from St. John's, in Newfoundland, with a prospect of a continuance of westerly winds, it was necessary to observe the most rigid economy. I represented to my companions in misfortune, that our resolution, once taken, ought, on no account, to be abandoned, and that we must begin by submitting to privations, which I foresaw would be greater than I ventured to explain. To each person, therefore, were served out half a biscuit and a glass of wine, which was to be the whole allowance for the ensuing twenty-four hours, all agreeing to leave the water untouched as long as possible.

While we were employed in getting out the boats, I had ordered the master to throw into the cutter the main-hatch tarpaulin, which being afterwards cut into lengths, enabled us to form a temporary bulwark against the waves. I had also reminded the carpenter to carry with him as many tools as he could; accordingly, among other things, he had put a few nails into his pockets, with which we repaired the gun-wale of the cutter that had been stove in hoisting her out. Soon after daylight, we made sail with the jolly-boat in tow, and stood close hauled to the northward and westward, in the hope of reaching the coast of Newfoundland, or being picked up by some vessel. We passed two islands of ice nearly as large as the first; then said prayers, and returned thanks to God for our deliverance. At noon we were, by observation, in latitude $46^{\circ} 33'$ N. St. John's bearing about W. $\frac{1}{4}$ N. distant 350 miles.

Wednesday, June the 29th, was ushered in with sad variable winds from the southward and eastward. We had passed a long and sleepless night, and at the dawn of day I found myself with twenty-eight persons looking up to me with anxiety for the direction of their course, and likewise for the distribution of their scanty allowance. Upon examining our provisions, we found the bag of biscuit much damaged by salt water; it therefore became necessary to diminish the allowance, to which precaution all cheerfully assented. It was at this moment that I became more sensible to the horrors of our situation. We all returned thanks to Providence for past mercies, and offered up prayers for our future safety.

A thick fog soon afterwards came on; it continued the whole day with heavy rain, which, as we had no means of collecting it, afforded us no relief. Our crowded and exposed situation was now rendered still more distressing from being thoroughly wet, no person having been permitted to take more than a great coat, or a blanket, besides the clothes on his back.

The oars in both boats were kept constantly going, steering a W.N.W. course, every one anxiously looking for a sail. At noon, a quarter of a biscuit and a glass of rum were served to each person. St. John's bore W. by N. $\frac{1}{4}$ N. distant 310 miles: no observation. One of the ladies again read prayers to us, particularly that for deliverance after a storm.

At day-break, on Thursday, June the 30th, we were all so benumbed with wet and extreme cold, that half a glass of rum and a mouthful of biscuit were served out to each person. The ladies, who had before refused to taste the spirits, were now

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prevailed upon to take the stated allowance, which afforded them much benefit, and enabled them the better to resist the severity of the weather. The air was raw and cold, with thick fog and sleet, and the sea mostly calm. We had kept at our oars all night, and continued to row during the whole of this day. The jolly boat having unfortunately put off from the ship with only three oars, and having but a small sail, which had been converted from a fore-sail into a top-gallant steering sail, without needles or twine, we were obliged to keep her constantly in tow. The cutter having likewise lost two of her oars, in hoisting out, was now so deep in the water, that with the least sea she made little way, so that we were unable to profit much by the light winds.

One of the men in the jolly boat called out that they had found part of a cold ham, which had not been discovered before; a morsel, about the size of a nutmeg, was immediately distributed to each person, and the remainder was thrown overboard, as I was fearful lest it might increase our thirst, which we had not the means of assuaging. At noon we judged ourselves to be on the north eastern edge of the Grand Bank, St. John's bearing W. by N. $\frac{1}{4}$ N. distant 246 miles. No observation. Performed divine service.

During the greater part of Friday, July the 1st, it blew a hard gale of wind from the W.S.W. with a heavy sea from the same quarter. A thick fog and sleet continued the whole day, the weather was excessive cold, and the spray of the sea rendered our situation truly deplorable. We all felt a most painful depression of spirits: the want of nourishment, together with the continued cold and wet weather, had rendered us almost incapable of exertion. The very confined space in the boat would not allow us to stretch our limbs, and several of the men, whose feet were much swelled, called out repeatedly for water. I reminded them of the resolution we had made, and of the absolute necessity of persevering in it; they acknowledged the propriety of my refusal to comply with their desire, and the water remained untouched.

At the beginning of the gale we stood to the northward and westward; but the cutter was so low in the water, and had shipped so much sea, that we were obliged to carry off the jolly boat's tow-rope, and very soon lost sight of her in the fog. This unfortunate circumstance caused all of us the utmost distress; the uncertainty of ever again meeting our companions in misfortune, produced in us the most lively affliction. To add to

the misery of our situation, we lost, with the boat, not only a considerable part of our stores, but also our quadrant and spy-glass. About four A.M. the gale increasing with a prodigiously heavy sea, we brought the cutter to, by heaving the boat's sail loose over the bow, and veering it out with a rope bent to each yard-arm, which kept her head to the sea so as to break its force before it reached us.

In the course of this day there were repeated cries of a strange sail; though I knew it was next to impossible to discern any thing, owing to the thickness of the fog; yet they were urged by many of the seamen with such apparent certainty, that I was induced to put the boat before the wind to convince them of their error. As I was convinced of the dangerous consequences of such deviations, I took occasion to remonstrate with them on the subject, representing as forcibly as I could, that the depression arising from disappointment infinitely overbalanced the momentary relief proceeding from such delusive expectations, exhorting them not to indulge in the expression of such fancies. Under all these circumstances the ladies, with a heroism that no words can describe, afforded the best examples of patience and fortitude.

We all joined in prayers, which calmed our minds, and inspired us with the consolatory hope of an alleviation of our sufferings; on these occasions we were all bareheaded, notwithstanding the incessant showers. At noon St. John's bore W. by N. $\frac{1}{4}$ N. distant 148 miles: no observation.

Saturday, July 2. It rained hard during the night, and the cold became so intense that almost every person in the boat was unable to move. Our hands and feet were so swelled that many of them turned quite black, owing to our confined state, and the constant exposure to wet and cold. At day-break I served about the third of a wine-glass of rum to each person, with a quarter of a biscuit, and before noon a small quantity of spruce beer, from which we derived great benefit.

During the early part of this day, it blew strong from the southward and westward, with foggy weather, which towards noon, was succeeded by moderate breezes from the northward and eastward.

At half past eleven A.M., a sail was discovered to the eastward, standing to the north-west. This sight inspired us with the hope of immediate deliverance, and animated us all with new life. I immediately ordered the people to sit as close as possible to prevent our having the appearance of an armed boat;

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and having tied one of the ladies' shawls to the boat-hook, I raised myself as well as I could, and waved it from the bow as long as my strength would permit. Having hauled close to the wind, we neared each other fast, and in less than a quarter of an hour we perceived that it was the jolly-boat. We should have recognized her sooner, had not an additional sail been made for her out of one of my bed sheets, which had been accidentally thrown into the boat, and was set as a bonnet to the fore-sail.

It would be impossible to describe the various sensations of joy and disappointment alternately expressed in every countenance. As soon as we approached the jolly-boat, we threw out a tow-rope to her, and bore away to the north-west.

We now mutually enquired into the state of our respective crews, after the late dreadful gale; we found that those in the jolly-boat had suffered from swelled hands and feet like ourselves, and had experienced the greatest anxiety on our account, concluding that we had perished. The most singular circumstance was, their having steered two nights without any light, so that our meeting again could only be attributed to the interposition of Providence. Fearing a similar accident, we made a more equal distribution of our provisions, and having received from the jolly boat two bottles of wine and some biscuit, we gave them some rum in return.

Our hopes of deliverance had been raised to the highest pitch. The excitement produced by our joy began gradually to subside, and to a state of artificial elevation succeeded such a despondency, that no argument nor entreaty could rouse some of the men to the common exertions of making sail.

I now, for the first time, served out a wine-glass full of water to the French captain, and several of the people who appeared to have suffered most. I had earnestly cautioned the crew not to taste the salt water; but some of the men, nevertheless, took large draughts of it, and became delirious, while others were seized with violent cramps and twitching of the stomach and bowels. I again took occasion to warn the rest of the extreme danger of such indiscretion.

Performed divine service. At noon St. John's bore W. by N. $\frac{1}{4}$ distant 110 miles; no observation of the sun.

The cold, wet, hunger, and thirst, which we experienced on Sunday, July the 3d, are not to be described, and rendered our situation most deplorable. At eight P. M. having a strong breeze from the southward, we stood on under all the canvas

we could spread, the jolly-boat following in our wake, and pulling her oars to keep up with us. The French captain, who for some days, had laboured under a despondency, which admitted of no consolation, jumped overboard in a fit of delirium, and instantly sunk. The cutter was at this time going at such a rate with the oars lashed to the gunwale, that it would have been impossible to have attempted to save him, even if he had floated. One of the other prisoners in the jolly-boat became so outrageous that it was found necessary to lash him to the bottom.

The melancholy fate of the poor captain, whom I began to esteem, affected me, at first, most sensibly; more, perhaps, than any other person. On the day when I was making the distribution in the boats, he came to me, and implored me, with tears in his eyes, not to leave him to perish with the wreck. I assured him that I had never entertained such an idea, that as I had been the accidental cause of his misfortunes, I would endeavour to make his situation as easy as possible; and that as we were all exposed to the same danger, we would survive or perish together. This assurance, and the hope of being speedily exchanged, if we reached land, rendered his mind more composed for a time; but his fortitude soon forsook him, and the raw spirits, to which he had not been accustomed, producing in him the most dreadfully intoxicating effects, hurried on the fatal event.

This circumstance deeply affected us all; the most trifling accident was sufficient to render our irritable state more painful, and I was seized with such melancholy, that I lost all recollection for many hours. I was seized with a violent shivering, which returned at intervals, and having refused all sustenance, my situation became very alarming. Towards night, I enjoyed, for the first time, three or four hours sleep; perspiration took place, and I awoke as from a dream, free from delirium, but painfully alive to all the horrors that surrounded me.

The sea continued to break over the boats so much that those who had strength enough were obliged to bale without intermission. Those in the stern of the cutter were so confined that it was difficult for any one to put his hand into his pocket, and most of the crew lay in the water upon the boat's bottom.

The return of day brought us no relief but its light. The sun had only once cheered us during the whole of our perilous voyage, and those who obtained a few hours of interrupted sleep, awoke to all the consciousness of their misery.

A very heavy gale of wind came on from the southward, with a tremendous sea, so that the utmost vigilance was necessary in managing the helm, as the smallest deviation would have broached the boats to, and have hurried us to destruction. We scudded before it, expecting every returning wave to overwhelm us; but through the providence of Almighty God, we weathered the storm, which began to abate towards night. We had nearly run the distance we had supposed ourselves from St. John's; but the thickness of the fog prevented our seeing to any distance.

Towards evening we passed several pieces of rock-weed, and soon afterwards Captain Thomas saw the wing of a hackdown, an aquatic bird that frequents the coast of Newfoundland, and is much eaten by the fishermen. This circumstance inspired us with great hopes of our approaching the land, and every person was employed in attentively observing what passed the boats. About this time a beautiful white bird, web-footed, and not unlike a dove in size and plumage, hovered over the mast head of the cutter, and notwithstanding the pitching of the boat, frequently attempted to perch on it, and continued to flutter there till dark. Trifling as this circumstance may appear, it was considered by us all as a propitious omen; its leaving us, and returning to cheer us with its presence, awakened in us a superstition to which sailors are said to be at all times too much addicted.

As we had every reason to conclude ourselves well in with the land, the few who were able to move were called upon to make a last exertion to save their lives by rowing, and take advantage of the little breeze we then had. It was strongly urged, that should the wind come off the shore in the morning, and drive us to leeward, all efforts to regain it might be too late; for independent of our enfeebled state, the provisions could not, with the most rigid economy, last more than two days; nor could the water which had remained untouched, excepting in the instances before mentioned, hold out much longer. We had been six days and nights, constantly wet and cold, without any other sustenance than a quarter of a biscuit and one wine-glass of liquid for twenty-four hours; but the men, who had appeared totally indifferent to their fate, now summoned resolution, and as many as were able to move from the bottom of the boats applied to the oars.

Monday, July the 4th, at the dawn of day, the fog grew so thick that we could not see far from the boat. During the

night we had been under the necessity of casting off the jolly-boat's tow rope, to induce her crew to exert themselves by rowing. We lost sight of her, and I found that this unlucky accident began to create great uneasiness; we were, indeed, so reduced, that the most trifling remark or exclamation agitated us much.

I therefore thought it necessary to caution the people against being deceived by the appearance of land, or calling out till we were perfectly convinced of its reality, especially as fog-banks are often mistaken for land. Several of the poor fellows, however, repeatedly exclaimed that they heard breakers, and others, the firing of guns. The sounds certainly resembled the latter so much, that I concluded some vessel had got on shore, and was making signals of distress; but the noise afterwards proved to be the blowing of whales, of which we saw a great number.

Soon after day-light the sun rose in view for the second time since we quitted the wreck. During the period of seven days that we were in the boats, we never had an opportunity of taking an observation, either of the sun, moon, or stars, nor of drying our clothes. The fog at length began to disperse, and we caught a glimpse of the land, about a mile distant, between Kettle Cove and Island Cove, in Conception Bay, fourteen leagues from the harbour of St. John. Almost at the same moment we had the inexpressible satisfaction to discover the jolly boat and a schooner standing off towards us from the shore.

I wish it were possible for me to describe our sensations at this interesting moment; the prospect of a speedy relief from our sufferings, affected us all in a most remarkable way. Many burst into tears, some looked at each other with a stupid stare, if doubtful of the reality of what they saw; while several remained in such a lethargic state, that no language, however animating and consolatory, could rouse them to exertion.

At this moment, though overpowered by my own sensations, impressed with the recollection of our sufferings, and the sight of so many deplorable objects, I proposed to offer up our thanks to heaven for our miraculous deliverance. Every one cheerfully assented, and as soon as I opened the prayer-book, which I had secured the last time I went down to my cabin, an universal silence prevailed: a spirit of devotion was manifested in such a striking manner on this occasion, that, to a sense of religion in uncultivated minds, must be ascribed the discipline, good order, and exertion, which even the sight of land could not

produce. After performing this solemn duty, the people requested to have a pint of grog each; but fearful of the consequences of such indulgence, I mixed some rum and water very weak, of which I distributed to every one a small quantity.

The schooner being now within hail, and being made acquainted with our situation, she hove to, received us on board, and took our boats in tow. The men could now scarcely be restrained from taking copious and repeated draughts of water: in consequence of which several felt great inconvenience from the sudden distension of their stomachs; but being more cautious afterwards, no other ill effects ensued.

As the wind blew with great violence off the coast, we did not reach the landing place, at Island Cove, till four o'clock in the evening. All the women and children in the village, with two or three fishermen, (the rest of the men being absent,) repaired to the beach, and appeared to be deeply affected at our wretched situation. They assisted in lifting us out of the vessel, and in carrying us up the craggy rocks, over which we were obliged to pass in order to reach their habitations.

It was fortunate that we fell in with the land about Island Cove; the coast, a very few miles farther to the northward, being inaccessible, and lined with dangerous reefs of rocks, for which, if we had seen them in the night, we should certainly have pushed. Our situation had become so desperate, that I had resolved to land at the first place we could make, and in this case we must have all perished.

The three ladies, Colonel Cooke, Captain Thomas, and myself, were conducted to the house of Mr. Lilly, a planter, who received us with great attention and humanity. But as this small village afforded neither medical aid nor fresh provisions, of which we stood so much in need (potatoes and salt fish being the only food of the inhabitants) I resolved to lose no time in proceeding to St. John's, and hired a small schooner for that purpose. Placing the most infirm in the schooner, we embarked on the 7th of July, in three divisions; the master's mate having charge of the cutter, and the boatswain of the jolly boat. Such, however, was the exhausted state of almost the whole party, that the day was considerably advanced before we could get under weigh.

At two P. M. we made sail with the jolly-boat in tow, and the cutter in company, standing along the coast of Newfoundland with a favourable breeze. Towards dusk it began to blow

hard, in squalls off the land, when we lost sight of the cutter, and were soon afterwards obliged to come to anchor outside of St. John's harbour. We entertained great apprehensions for the safety of the cutter, as she had no grapnel, and feared that she might be driven out to sea.

The ladies, Colonel Cooke, Captain Thomas, and myself, conducted by Mr. Lilly in the jolly-boat, left the schooner where she anchored, notwithstanding the badness as well as the extreme darkness of the night, and reached the shore about midnight. After wandering for some time about the streets, there being no house open at that late hour, we at length obtained admittance into a small house, where we passed the remainder of the night on chairs, as it contained but one miserable bed for the ladies.

At day-light we had the satisfaction to perceive the cutter and schooner entering the harbour; the former, as we afterwards learned, having had the good fortune to fall in with a fishing vessel, to which she made fast during the night.

Early in the morning, our circumstances being made known, hundreds of people crowded down to the landing place. Nothing could exceed their astonishment, when they saw the boats which had carried twenty-nine persons such a distance over a boisterous sea; and when they beheld so many miserable objects, they were unable to conceal their emotions of pity and concern. I waited on Brigadier General Skerrit, who commanded the garrison: upon being informed of our situation, he immediately ordered down a party of soldiers to take the people out of the boats, and with the utmost kindness and humanity, directed beds and every necessary article to be prepared for the crew.

The greatest caution was found necessary in administering nourishment to the men. Several were so much frost-bitten as to require constant surgical attendance. It was therefore determined that they should continue at St. John's till they were in a fit state to be removed to Halifax, for which purpose I hired a schooner.

Being anxious to return to England, I engaged the cabin of a small vessel bound to Oporto, and on the 11th of July embarked with Mrs. Fellowes, Colonel Cooke, Captain Thomas, Mr. Bargus the master, and the colonel's servant, who, during the voyage home, lost several of his toes, in consequence of what he had suffered. I left the ship's company in charge of the master's mate, with directions to conduct them to Halifax, where

they would be enabled to procure a speedy conveyance to their own country.

Having taken leave of our hospitable friends at St. John's, and recommending the companions of our hardships to their protection, we put to sea with favourable weather. During a voyage of fifteen days, we had a few difficulties to encounter, such as pumping continually, the vessel having sprung a leak in a gale of wind, and were obliged to throw overboard a considerable part of her cargo of salt fish.

On the 26th of July we fell in with an American ship, the Bristol Trader of New York. The owner, Mr. William Cowley, being made acquainted with our distressed situation, and our having been shipwrecked, immediately hove to, received us on board with a benevolence and humanity that reflect honour on his character, and brought us safe to Bristol, where we had the happiness to arrive on the 3d of August.

Referring to the above interesting narrative, particularly to the effects of despondency and delirium in the case of the poor French captain, who, in the height of his disorder threw himself overboard, and instantly went to the bottom;—to the boat's company who were deeply affected by a circumstance that was sufficient to render their irritable state more painful; and to the case of the captain, who was seized with such melancholy, as to lose all recollection of his situation for many hours; accompanied with violent shiverings, which returned at intervals, that made his state very alarming, Mr. Vaughan makes the following judicious observations: "Sleeping in the sun, or being exposed to nightly dews, should be avoided as much as circumstances will permit. It should also be remarked, that a change of climate or of seasons render this recommendation advisable under given restrictions, as doctor Solander and others have cautioned seamen against sleep, when exposed to extremely cold situations; as under those cases it generally ends with sleeping to rise no more.

It should be remarked that seamen, with all their fluctuations of life, have more blessings, provisions, and consolations, to support them through all their troubles, than many other classes of men. Their element, though boisterous, is often a tranquil one; and if they can but weather their Cape of Good Hope, they launch their little bark into tranquil seas and new climates, with new hopes and new successes; and, if ever shipwrecked, the examples and good conduct of others hold out the strongest incentives to perseverance, which might be

strengthened by consolation and comparison that their situations are frequently not worse, nor even so bad, as their neighbours. The greatest struggle of man is often with himself; but, when roused to conduct by the examples and exertions of others, he then feels what he can do, and what he can do without. That though he is in many respects the least defended and protected as to body, and the most dependent of all creatures, yet he is found living under every climate; that he can better sustain hunger, thirst, and fatigue, the changes of climate, heat and cold, and bend himself more to the transitions of life, and its wants and distresses than most animals.

The effects of hunger and thirst are greatly overcome, when the apprehensions about them are banished; and we find that captains Inglefield, Bligh, and Woodward, always discouraged dependency; and by giving other pursuits to the human mind, men were frequently diverted from gloomy objects; and when thus roused, they have often been strong enough to surmount the greatest difficulties. We often see men with courage, braving danger in battles and enterprises, and risking life to save a life or a wreck; but when self-wrecked, until roused, they are often apt to shrink into despondency, from the want of labour and self-exertion.

It frequently happens, that, after the first panic and exertions in cases of shipwrecks are over, there is then but little expenditure of strength; that smooth sailing saves labour; and from the want of bodily exertions, the calls for subsistence considerably lessen. By habit, the body may also be brought to do with less and less sleep; and the same also may be found of food, both as to quantum and quality; and in this collection, and in numberless voyages they are the strongest proofs of how small a quantity of either will sustain the lamp of life for a long period.

Thirst appears to be of a more distressing nature than hunger; but various instances are produced to show how much it has, and may be allayed only by the preservation of moisture in the mouth, when there has been no other means of satisfying the pressing calls of nature; as a tea-spoonful of water, wine, or spirits, in the cases of an Inglefield, Bligh, and others, or even drops of perspiration from the human body, as in the case of Mr. Holwell while in the Black Hole of Calcutta, have for a length of time satisfied those calls, so as to secure the preservation of life. The moistening of the mouth alone, or the rinsing of it with any liquid, or even with salt water

without swallowing any of it, have in many cases been found to produce the most salutary effects; and it may have fallen frequently within the observation of many men, when exhausted or heated in very warm weather to have complained greatly of thirst, but who have not been able to quench it by great draughts of liquid. The sensations of it have continued until the body itself has been restored to its natural tone, or until moisture has been produced in the mouth to allay it.

Innumerable instances might be produced of shipwrecks and accidents that confirm these facts; and also cases of ships being lost, or locked up in ice in the North Seas and Hudson's Bay, where men of different nations have been huddled for months under ground, to guard against the inclemency of frost and snow, who have survived every hardship from want of food, fuel, and water; and also where men and animals have been buried in snow, or fallen into pits, mines, caverns, and other places, who have been miraculously preserved for a length of time without sustenance, or, if any, on the slightest pittance possible, and that frequently more from a little moisture than from food.

Seamen have also great encouragement given to them from other considerations: when they see that others, by having braved the greatest hardships and severities, frequently find a strength added to those claims which merit, bravery, and other services, have entitled them to from their country; and that many have lived to enjoy promotions and situations in life honourable and respectable, which they never would have enjoyed had they abandoned themselves to despondency and despair. In private life we have seen a Woodward fortunate enough to command the very ship in which he had been a mate before his misfortunes; a Wilson, after the loss of his ship, and friendly reception at the Pelew Islands, returning home and commanding the Warley, one of the largest class of ships in the India Company's service; and a Fellowes meriting every attention from the Postmasters general:—while in the navy anINGLEFIELD is a living testimony of his own miraculous escape, and enjoying the reward of gallant and meritorious services in the appointment of a commissioner in the navy, at Gibraltar, during the last war, and now filling the same honourable situation as commissioner at Halifax; a Riou lived to command the Amazon off Copenhagen, where he lost his life; and his country is now raising a public monument to his memory; and a Boys, from a midshipman, lived to be elevated to the situation of lieutenant governor of Greenwich Hospital.

CURIOUS PARTICULARS

OF

Emanuel Sosa and his Wife,

Who were Shipwrecked on the East Coast of Africa.

THE hero of this narrative, descended from one of the most ancient and distinguished families of Portugal, obtained great reputation in the Indies, by his courage and talents. About the middle of the sixteenth century he obtained the government of the citadel of Diu, a post given only to officers of merit and tried valour. This situation he held several years, till conceiving an irresistible desire to revisit his native land, he embarked at the port of Cochin. The vessel in which he sailed had on board the wealth he had amassed, together with the officers and passengers who accompanied him. Sosa likewise took with him his wife, Eleonora Garcia, the daughter of Sala, at that time general of the Portuguese in the Indies; his children; his brother in law, Pantaleon Sala; together with several officers and gentlemen. The number of sailors, servants, and slaves, was very great; the whole of the crew and passengers amounting to about six hundred persons.

An acquaintance with the sea and winds has proved that the month of January is the most favorable season for the passage from India to Europe. Sala stopped to make some purchases at Coulan, by which he was detained till February.

On the 13th of April they discovered the coast of Caffraria; from thence they proceeded, without accident, to the Cape of Good Hope, when a north wind that arose produced the most tremendous hurricane that had ever been remembered in those seas. The sky was suddenly overcast, the waves rising to the clouds, threatened every moment to engulf the vessel. The darkness was interrupted only by the lightning's blaze and the pealing thunder, which struck terror into the hearts of the most intrepid. The pilot and sailors deliberated whether they

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should strike the yards, and wait at sea till the tempest was over: but being terrified by its continuing with redoubled fury, and deprived of all hope of being able to double the Cape, on account of the season, they unanimously agreed to steer their course back to India. In this design they were not more fortunate than in the other, and the unrelenting winds seemed to have conspired the destruction of the wretched vessel, which was already considerably injured; in vain the pilot and sailors employed their utmost efforts to save her from their fury. The sides were so rudely shaken by the waves, that at length the planks gave way, and the ship made more water than the pumps were able to discharge. The goods were thrown overboard to lighten the vessel, but this measure did not lessen the danger. Their condition was hopeless, and every wave threatened them with inevitable destruction; but after the tempest had continued several days, without intermission, a south wind decided their fate, and drove the ship aground, which was the least misfortune that could happen to them.

The anchor was immediately thrown out, and the boats, which were their last resource, were hoisted overboard. Sosa, his wife, and children, and the principal persons of his suite, snatching up in haste their most valuable effects, threw themselves into the boats. New dangers attended them; the waves, impelled by the force of the wind, dashed against the shore and formed mountains, that appeared ready to overwhelm their feeble bark. At length, after much difficulty and danger, they reached the shore. All could not effect their escape in the boats, for after the second or third voyage they were dashed to pieces upon hidden rocks; at the same time the cable parted, and those who remained in the vessel had no other method of saving their lives than to throw themselves overboard, and endeavour to gain the shore. Some seized hold of casks, or boxes, while others trusted to their strength and their expertness in swimming. Very few, however, were so fortunate as to arrive without accident, and by this disaster three hundred men, Portuguese and foreigners, lost their lives. Those who escaped had scarcely reached the shore, when the vessel foundered. This loss overwhelmed the Portuguese with despair; from the fragments of the ship they might have constructed a brigantine, and have gone to seek some relief at Sofala and Mozambique; but from this hope they were now completely cut off.

The country on which they were wrecked was in the latitude of 31° South. Sosa directed large fires to be made, in order to

dry and warm his people, who suffered exceedingly from cold, and hunger, and their wounds. He distributed among them, with the greatest economy, a small quantity of flour picked up from the wreck, but half spoiled by the salt water. Their situation was dreadful. The shore presented to their view nothing but desert sands and rocks.

After a long search they discovered some springs of fresh water, which were extremely serviceable, and then began to form an entrenchment of boxes and large stones, that they might pass the night in safety. Sosa, on this occasion, forgot none of the duties of a good citizen and benevolent master. Here he remained with his people till they had recovered from the fatigues of the sea, and as long as he entertained any hope of being able to subsist upon the provisions thrown on shore from the vessel. It became necessary, however, to think of removing, and they deliberated upon the course that ought to be pursued: all were in favor of proceeding along the coast till they found the river to which Marchesez had given the name of Santo Spiritu, and where the Portuguese of Sofala and Mozambique carried on a considerable traffic. This river was about one hundred and eighty leagues distant from their post.

Sosa, after adopting the resolution, encouraged his troop, and exhorted them, by his words and example, not to lose their courage. He concluded with a prayer, extorted by love, in behalf of his wife and children, and intreated his companions in misfortune to pay some respect, on the way, to the sex of the one and the age of the others. All replied, it was but just that that the strongest and most robust should assist the weakest, that he might lead them wherever he pleased, and that they would never withdraw themselves from his command. They immediately set off.

This caravan was composed of Sosa, his wife Eleonora, a woman of a masculine courage, their children, as yet too young to know the dangers of their situation, Andrew Vasez, the master of the vessel, and eighty Portuguese. This first troop was followed by about one hundred servants, who alternately carried the children on their backs, and their mistress in a rude kind of chair. These were succeeded by the sailors, and the female servants; and Pantaleon, with a number of Portuguese and slaves, closed the rear.

After proceeding several days through a very dangerous country, by endeavouring to discover the easiest roads, they had made a circuit of above one hundred leagues, while they would

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have had to go but thirty, if they had kept along the sea coast. Their provisions were soon consumed, and they were obliged to live upon apples and wild fruits, and even upon certain herbs, of which the animals of that country are very fond.

After a progress of four months they at length arrived at the river Santo Spiritu, but without recognizing it; their doubts were removed by the king of the district, who gave a kind reception to Sosa and his people, and informed them that the king of the country contiguous to his dominions was a crafty and rapacious man of whom they ought to beware. The desire of speedily reaching some place inhabited by Europeans, rendered them blind to the misfortunes that were predicted; and they soon had reason to repent having repassed the second arm of the river.

The following day they perceived two hundred Caffres coming towards them. Though exhausted with hardships and fatigue, they prepared their arms, and put themselves in a posture of defence; but seeing that the Caffres approached them peaceably, and rather shewed a desire of forming an acquaintance with them, than of doing them any injury, their fears were dissipated, and they endeavoured to obtain provisions, either for money, or in exchange for implements of iron, which those people highly value. A mutual confidence appeared to be established, and the wants of the Portuguese encouraged their good opinion of the natives, but the opportunity of stripping the strangers of all they possessed was too favourable for the barbarians to be neglected. In order to accomplish their design with the greater facility, they gave the Portuguese to understand, that if they would proceed to the habitation of their king, they would experience a gracious reception. They embraced the proposal of the Caffres, and followed them towards the habitation of their chief; but the latter directed them to stop on the way, in a place shaded by trees. Here they remained several days, during which they purchased various kinds of coarse provisions with the effects they had saved from the wreck. Deceived by the air of sincerity of those people, Sosa conceived that he might wait at this place for the arrival of some merchants from Sofala, and demanded permission of the king to erect huts for himself, his wife, and all his people.

The king with more artifice than he could be suspected of, told Sosa, that two circumstances retarded the favorable reception which he wished to give them; the first was, the dearth and scarcity of provisions; and the second, the fear which his subjects entertained of the swords and fire-arms of the Portu-

guese; that if these were sent to him as a pledge of their peaceable and tranquil disposition, he would agree to their request. The hope of arriving at the end of their hardships, induced the Portuguese to comply with these conditions, to which prudence ought to have dictated a refusal. In vain Eleonora reminded Sosa of the unfavourable account given of this sovereign by the other king: deaf to the intreaties and admonitions of his wife, he accepted, with fatal credulity the subtle offers of this prince. They, however soon repented of this step, for the Caffres immediately seized upon the treasures they had brought with them, with such fatigue, and stripped them of their clothes. Those who attempted to make any resistance were massacred without mercy, by the unrelenting barbarians. Eleonora alone resisted, with courage; but of what avail are the efforts of a female against men of a disposition so ferocious. They stripped her likewise of all her clothes. Ashamed to be exposed stark naked to the view of those wretches, and of her own servants, she threw herself into a ditch a few paces distant, and buried herself, as it were, in the sand, resolving not to leave that situation. Overcome with grief for his imprudence, and its fatal consequences, Sosa remained motionless. At length the sentiments of tenderness were again excited in his breast, and he ran about in every direction, in quest of fruit, of any kind, by which he might prolong the existence of his wife and his wretched infants. But naked and unarmed, Sosa was unable to find any thing in a country ravaged by barbarians and burned up by the sun. He frequently returned, exhausted with fatigue, and the last time he returned, he found that his wife and children had expired with hunger and thirst. He had sufficient strength to perform the rites of interment, after which, fleeing from this scene of horror, he roved about in the deserts, where, doubtless he died, as he was never heard of afterwards. The miserable remains of this troop reduced in number to twenty-six persons, by the fatigues and miseries they endured, wandered about a long time, and were, at length treated as slaves. They would all have finished their career in this state of hardship and humiliation, had not a Portuguese merchant, who repaired from Mozambique to this part of the country to purchase ivory, ransomed them for four piastres apiece. Of these Pantaleon Sala was one; he died at Lisbon, of an apoplexy, at a very advanced age. Mesquita Perestrella was the only one who survived this disaster.

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